

7. PUBLIC AND AGENCY INVOLVEMENT

From the outset, the concerns of the public have been considered. Both the STLAA and the FAA have been forthcoming with the communities about the project through extensive opportunities for public involvement. The interests of communities have been considered throughout the decision-making process regarding expansion at Lambert. This is shown in part by the information provided below.

Because of Lambert's impact on the surrounding communities, the FAA and the STLAA have conducted open public meetings to inform the public of the expansion plans. The FAA and the STLAA have received thousands of public comments throughout the EIS process. To the extent practicable, all of these comments have been reviewed to ensure that the needs and concerns of the public were considered and addressed. Based on the extensive opportunities for public participation, the FAA is satisfied that full consideration has been given to the public's views on airport expansion plans.

PUBLIC INVOLVEMENT PROCESS

Public involvement included the following:

- Three EIS scoping meetings were held on September 6 and 7, 1995.
- A scoping comment period extended from August 17 through September 21, 1995. A summary of the scoping comments is provided in Appendix J of the FEIS.
- A public workshop on the environmental process was held on June 11, 1996. There were 476 people in attendance. The meeting was advertised in the *St. Louis Post Dispatch* and other local newspapers. In addition, approximately 13,000 postcards were mailed to residents in the vicinity of the airport announcing the meeting and extending an invitation to the public to attend.
- The DEIS was distributed to local libraries, city halls and to principal commenting agencies. The DEIS was available for review from September 27, 1996, through January 17, 1997.
- The DEIS was available for more than the minimum 45 days required by CEQ regulations. The comment period for the DEIS opened on September 27, 1996. The initial comment period was extended twice, once in response to a request by the City of Bridgeton. The comment period on the DEIS closed on January 17, 1997.

- A public workshop/public hearing to receive comments on the DEIS was held on October 28, 1996, more than 30 days after the DEIS was released for review. Approximately 1,580 people attended.
- Over 15,000 comments were received from the public and agencies in response to the DEIS. The comments were reviewed and considered by the FAA in the preparation of the FEIS. All comments received were summarized and responded to in the FEIS (Appendices S, T, U, V, and W of the FEIS).
- The STLAA used a total of six newsletters to distribute information to approximately 13,000 airport neighbors and to provide information about commonly asked questions regarding airport expansion.
- The FEIS was distributed to local libraries, city halls and the principal commenters on the DEIS. The FEIS was available for review from December 22, 1997, through February 17, 1998.

The public involvement process for this project was documented in Section 7.0 of the FEIS. The list of recipients of the DEIS and FEIS is found in Section 8.2. DEIS and FEIS review locations are listed in Section 8.2.2.

Subsequent to the release of the FEIS and the end of the review period, a series of meetings was held prior to the ROD with certain interested organizations and citizens of local communities in the vicinity of Lambert. The purpose of these meetings was to allow these groups to air their concerns with the proposed expansion of Lambert and Alternative W-1W to FAA headquarters personnel.

ADDITIONAL MEETINGS

May 13, 1998

At the request of Senator Christopher Bond and Congressman Jim Talent, FAA Administrator Jane Garvey met in Washington, D.C., with citizens and representatives of organizations and local governments concerned with the proposed expansion of Lambert. Those meeting with the Administrator on May 13, 1998, were representatives of the Air Line Pilots Association (ALPA), National Air Traffic Controllers Association (NATCA), the City of Bridgeton, the City of St. Charles, St. Charles County, and Citizens Against Airport Noise (CAAN). Representatives from Congressman Talent's and Senator Bond's offices also attended.

ALPA, NATCA, the City of Bridgeton, St. Charles County, and CAAN gave presentations. The participants generally supported expansion at Lambert; however, they all oppose Alternative W-1W. Among the reasons given for opposing W-1W, ALPA and NATCA oppose W-1W based on the safety and capacity questions they raised. The represented communities oppose W-1W on the basis of noise concerns and general dissatisfaction with the adequacy of the FAA's EIS and hearing process. The impact to the City of Bridgeton would be a new runway in the city and impacts to approximately 2,324 households, 6 churches, 6 schools, 1 nursing home and 75 businesses. All support a real-time simulation study of Alternative W-1W.

The represented communities expressed a need to see that the STLAA and the FAA are concerned about noise and impacts to the historic district of St. Charles. The City of St. Charles believes that its historic district was ignored and that FAA did not hold a public hearing in St. Charles. St. Charles wants assurance that the EIS is accurate in its prediction of noise impacts. St. Charles desires an enforceable settlement agreement with STLAA if the FAA approves W-1W.

The attendees requested that they be given an opportunity to meet face-to-face with FAA personnel (program office and other specialists) to discuss their concerns, and that FAA authorize a real-time simulation study for the expansion project at Lambert.

The Administrator acknowledged that the meeting was helpful and raised important issues that the FAA would consider further. The Administrator stated that the FAA would take the time needed to study the issues raised.

June 9, 1998

As a follow-on to the FAA Administrator's meeting of May 13, 1998, representatives of ALPA and NATCA met in Washington, D.C., on June 9, 1998, with various FAA technical specialists and representatives of FAA's Headquarters and Regional Airports program offices. Also attending were representatives of Leigh Fisher Associates, the consultants to St. Louis on the MPS, who conducted the MPS capacity simulations. ALPA and NATCA wanted to present their concerns regarding the MPS, which they felt had not been considered during the planning and environmental processes.

ALPA and NATCA asserted that inaccurate assumptions and/or input data used for the MPS simulations resulted in an overstatement of benefits projected for the preferred Alternative W-1W and an understatement of benefits for the existing airfield. They also asserted that a real-time simulation study is needed to verify their opinion that: (1) it would be impossible to operate Alternative W-1W as proposed or (2) the capacity penalties required to make W-1W work would reduce the project benefit/cost ratio to a point where it would no longer be attractive to TWA. ALPA and NATCA submitted, and

discussion was held on, a list of eighteen questions regarding simulation assumptions affecting the outcome of the MPS that they claim are incorrect or inappropriate.

FAA committed itself to carefully reviewing the ALPA and NATCA concerns. The ALPA and NATCA representatives expressed appreciation for the opportunity to discuss these matters with FAA headquarters personnel on a face-to-face basis.

June 16, 1998

As another follow-on to the FAA Administrator's meeting of May 13, 1998, representatives of ALPA, NATCA, the City of Bridgeton, the City of St. Charles, St. Charles County and CAAN met with the FAA Associate Administrator for Airports, Susan Kurland, on June 16, 1998, in Washington, D.C. Also in attendance were various FAA technical specialists and other representatives of FAA's Headquarters and Regional Airports program offices, and a representative from Congressman Talent's office.

For the most part, the presentations were a reiteration of the points brought up before in the meetings of May 13, 1998, and/or June 9, 1998, although in some cases in more detail. The parties either wanted to present their concerns regarding the MPS, which they felt had not been considered during the planning and environmental processes, or to express their general dissatisfaction with the adequacy of the FAA's EIS. They again expressed their opinion that a real-time simulation study is necessary to demonstrate that Alternative W-1W can be operated as proposed. The communities offered to provide the funding for the study.

The FAA reiterated its commitment to carefully review the concerns and issues raised.

July 20, 1998

In furthering the study of the issues, concerns and criticisms expressed during the above outlined meetings of May 13, June 9, and June 16, 1998, with FAA, the FAA's Acting Deputy Administrator, Monte Belger, gave the City of St. Louis the opportunity to meet with officials of FAA. That meeting was held in Washington, D.C., on July 20, 1998, with the St. Louis Director of Airports and his staff and consultants. In addition to the Acting Deputy Administrator, FAA was represented by the Associate Administrator for Regulation and Safety, the Associate Administrator for Airports and the Acting Associate Administrator for Air Traffic Services.

In addition to responding to a number of questions raised on certain safety aspects of Alternative W-1W, the City of St. Louis provided the FAA with a briefing, from its perspective, on several current issues before the FAA involving Alternative W-1W. As

background, they provided a summary of the Lambert MPS planning process. They then provided comments on what they believed to be misleading allegations about Alternative W-1W. They also provided responses to questions raised by the FAA Flight Standards Office regarding the operation of Alternative W-1W, and responded as well to the 18 concerns raised by ALPA and NATCA in their June 9 meeting with FAA.

July 23, 1998

FAA Administrator, Jane Garvey; Acting Deputy Administrator, Monte Belger; Associate Administrator for Airports, Susan Kurland; and the Assistant Administrator of Government and Industry Affairs, Bradley Mims, attended a meeting at Congressman Richard Gephardt's office in Washington, D.C., on July 23, 1998, to discuss Lambert's proposed expansion.

Congressman Gephardt indicated that he had convened the meeting so that St. Louis public officials could make the case personally to the FAA Administrator in support of issuance of the ROD for the Alternative W-1W runway development project

St. Louis Mayor, Clarence Harmon, stressed that the Lambert expansion was the most critical project before the City of St. Louis in terms of the future economic viability of the city. Mr. Harold Gregory, representing the Let's Get On With Our Lives coalition, indicated his group has 1,100 petitions requesting a buyout and urged the Administrator to issue the ROD at the earliest possible time. Mr. Richard Fleming, President and CEO of the St. Louis Regional Commerce and Growth Association, told the FAA Administrator that each year of delay results in an estimated \$400 million in business opportunities, 4,400 lost jobs, and \$1.4 million in lost taxes. Ms. Norma Kaehler, Managing Director of TWA's Washington Government Affairs Office, indicated that TWA strongly supports the W-1W expansion plan. It is important to TWA from an operational viewpoint that the new runway proceed as soon as possible. Mr. Thomas Chapman, Southwest Airlines Government Affairs Director in Washington, paralleled TWA's comments. Lastly, the St. Louis Director of Airports, Leonard Griggs, stated that St. Louis believes that a real-time study of the planned runway operations is unnecessary and would cause a lengthy delay before the ROD could be issued. He reminded the group that Alternative W-1W has been coordinated with airline pilot and controller groups, and representatives of FAA's Flight Standard organization have been included in these past technical discussions. He urged the FAA Administrator to deny the pending request for a real-time study at St. Louis and to approve the ROD without delay.